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~~CONFIDENTIAL~~Planning of Ferrous Metal Carrying

The planning of ferrous metal carrying at present is concentrated in the ministries producing ferrous metals. The main suppliers of ferrous metals are the Ministry of Metallurgical Industry and, to a certain extent, the smaller metallurgical enterprises under the management of the Ministries of Transport Machine Building, Armaments, and Shipbuilding Industry. The supply of ferrous metals produced by the small metallurgical enterprises is done on order of the Main Administration of Metal Sales of the Ministry of Metallurgical Industry.

Car norms for loading ferrous metals are determined by the ministries which supply ferrous metals and also by the economic ministries which distribute the ferrous metals among its enterprises. Guided by a government-approved plan for the distribution of ferrous metals, the consumer ministries submit orders on the allocated stocks to the Main Administration of Metal Sales of the Ministry of Metallurgical Industry, with instructions as to the standard shapes, sizes, and types of metals required. The Main Administration of Metal Sales of the Ministry of Metallurgical Industry then assigns the consumers to the plant producers on the basis of establishing the special needs of the consumer ministries and on the basis of plans for the production of ferrous metals. The Main Administration of Metal Sales distributes the orders for metal to the metallurgical plants. All necessary specifications pertaining to dimensions of the rolled products are worked out directly among the plant suppliers and the consumers.

The normal pattern of flow of various types of rolled products via the railroads, developed with regard to the specialization of the rolling mills, must be the main guide for distributing orders to the metallurgical plants for the supplying of specific types of rolled products to definite consumers. Because of the radical relocation of metal consumers in the country's various economic regions during the war and postwar period and also because of the relocation of metallurgical production, new specialties were assigned to rolling mills according to government decrees. This has a considerable influence on the efficient hauling of metals.

The issuance of orders to metallurgical plants is an important part of planning the hauling of ferrous metals. On the basis of orders by the Main Administration of Metal Sales, the Ministry of Metallurgical Industry compiles a quarter loading plan according to railroad systems of origin and destination and this is presented, together with the hauling plan, for government approval. The supplier ministries, on the basis of the above plan and also on the basis of orders for metal supply, present to the railroad systems' managements a similar hauling plan according to stations and railroad systems of origin and destination.

In distributing orders to the plants supplying ferrous metals there ensues the problem of obtaining the maximum transit shipping from the producer plants directly to the consumers.

However, it is not always possible to completely supply metal in transit consignments. While consumer ministries usually ship metal to their plants in large carload consignments, they often are forced to distribute to their consumers special shapes and types of rolled products (produced in special metallurgical plants) in small consignments, which precludes the possibility of shipping them in carload lots. In these cases, the small consumers receive the required metal from the regional bases of the Main Administration of Metal Sales.

When shipping small lots of special shapes, the metal from the plant producers is gathered together for several consumers and then sent to the regional bases. At the regional bases the metal from several plants is collected in carload lots of various shapes, sizes, and types of metal for specific consumers. A second unloading of the metal is carried out at these bases. In such cases, the reshipping permits a greater utilization of the capacity of the cars.

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To prevent counterhauling and other inefficient hauls of ferrous metals, an interchange arrangement of equivalent metals has been worked out among enterprises of different ministries located near each other.

#### Efficient Hauling

In order to efficiently haul and to decrease the length of haul of ferrous metals by the railroads and to improve the practice of planning sales and hauling, the long-range development of the specialization of rolling mills and an improvement in the geographical distribution of the metallurgical production in the various economic regions of the country is of decisive importance at present. This makes it possible to eliminate in the metal-producing and metal-consuming regions the existing gap between the consumption and production of metal of various sizes and to relieve the railroads of the inefficient hauling of ferrous metals.

At present, because of complications in connection with the rapid restoration of the national economy, the distribution of rolled products with reference to shapes and sizes does not always correspond to the consuming regions. This leads to inefficient hauling of ferrous metals by the railroads. For example, Uzbek and Kazakh metallurgical plants produce metal which is not completely consumed in regions of Central Asia. As a result, metal is sent from the Karaganda and Tashkent Railroad Systems beyond the borders of Central Asia. In 1948, about 50,000 tons of metal were exported from the plants of Central Asia to various regions of the country.

There is also the counterhauling of metal of different shapes and types between the Donets Basin and the Urals. Until 1949, due to the absence of rolling mills which could have rolled beams No 27 and girders No 26 at plants in the Urals and in Siberia, these types were shipped to the Urals and Siberia from the plants in the South, a distance of 2,600-4,000 kilometers. Rail tie plates, rolled at the Kuznetsk Metallurgical Combine and finished at the Makeyevka Metallurgical Plant, are delivered to the railroads of the Urals and Siberia with the length of haul of up to 2,600 kilometers. Railroad car wheel tires, produced at the Plant imeni Dzerzhinskiy in the Donets Basin, are delivered to railroads in the Urals. On the return trip and in approximately the same quantity, locomotive wheel tires, produced in the Novo Tagil'skiy Metallurgical Plant, are hauled a distance of 2,500 kilometers.

In addition, there is also counterhauling of semifinished metal products and rolled products manufactured from these same semifinished products. For example, a number of rolled products have been hauled to Leningrad, although, at the same time, high-quality rolled products are shipped from Leningrad.

In the near future great emphasis will be placed on reducing the hauling of metals between the regions of the South and the Donets Basin. Metallurgical plants of the South and Center, in keeping with their restoration and development, will supply rolled products of all types mainly to consumers located in regions west of the Volga River. Metallurgical plants of the Urals will mainly supply consumers located east of the Volga River as far as Omsk and including the regions of Central Asia. Siberian and Far Eastern plants will supply their respective areas.

The development of specialization of rolling mills, worked out by the government in order to satisfy the consumers of the respective regions, makes it possible to eliminate long hauling of ferrous metals by the railroads.

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